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J. B. WHITE & BRO  
SOLE AGENTS FOR CHINA,  
HOLLIDAY, WILSON  
Hankow, 11th April 1893.



## INTIMATIONS.

A. S. WATSON &amp; CO., LIMITED

CHEMISTS BY APPOINTMENT.

ESTABLISHED A.D. 1841.

MANUFACTURERS OF AERATED WATER.

Our Aerated Water Factory is fitted with the best English Machinery, embodying the latest improvements in the trade.

The Purest Ingredients only are used, and the Tonic Car and Chemicals exercised in the manufacture throughout.

The Water used is proved by repeated Analysis to be Absolutely Pure.

For C&P & P&P, Water are packed and placed on board ship at Hongkong prices, and the full amount allowed for Packages and Empty when received in good order.

Counter-fol Order Books supplied on application.

Our Registered Telephone Address is "DISPENSARY, HONGKONG." And all signed messages addressed thus will receive prompt attention.

The following is a List of Waters always kept ready in Stock—

PURE AERATED WATER

SODA WATER

LEMONADE

POTASH WATER

SALT WATER

LITHIA WATER

SARSAPARILLA WATER

TONGIC WATER

GINGER ALE

GINGERADE

No Credit given for Bottles that look dirty or grasy, or that appear to have been used for any other purpose than that of containing Aerated Water, as such Bottles are never used again by us.

A. S. WATSON &amp; CO., LIMITED.

THE HONGKONG DISPENSARY.

Hongkong, 30th May, 1885.

NOTICE TO CORRESPONDENTS.

Only communications relating to the new columns should be addressed to "The Editor." Correspondents are requested to forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

No anonymous signed communications that have appeared in other papers will be inserted.

Orders for extra copies of the Daily Press should be sent before 11 a.m. on the day of publication. After that hour the supply is limited. Only supplied for Cash.

Telephone Address Press. Telephone No. 12.

HONGKONG, JULY 23RD, 1904.

The interesting paper by Mr. W. C. JACOB of Hongkong, recently read before the Institution of Engineers and Shipbuilders in Hongkong, on Engineering and Shipbuilding in the Far East, proved pretty conclusively that the relative cost of shipbuilding here and in Great Britain were nearly approximate. It is claimed by many that the home models are better, and that the work is more finished, at least in appearance. Mr. JACOB, however, who has had a great deal of experience, is not of this opinion. He says, speaking from that experience, "that the Hongkong-built boats belonging to the firm with which he is connected defy comparison as far as hull, engine, and boiler are concerned; that is to say, they are 'about of the home-built article in finish, workmanship, and durability.' There is no doubt that, in many respects, there are great advantages in getting a vessel constructed on the spot. She can be built more in accordance with local requirements, and a great many expensive alterations, almost always required in a new home-built boat, are avoided, while sundry improvements suggested by experience after the vessel is on the stocks can be carried out while under construction. Some details which no amount of suggestion will induce home builders to include would, as a matter of course, be carried out in local shipyards, and time would be saved in the delivery of the vessel and in subsequent alterations. So far as can be seen by a layman, therefore, convenience and time would be gained in building locally, but the cost would be pretty nearly the same, allowing for the almost invariably unremunerative character of the voyage out of home-built vessels." Mr. JACOB says by his table, which seem to have been carefully calculated on a sound basis, that while the cost of the iron, steel, coal, iron frames, rivets and bolts, iron castings, iron forgings, rigging and blocks, sails, brass and plumbers' work, windlass, anchors and winches, &amp;c., is considerably greater in Hongkong, than in the carpenter's work, wood, polishing, and wages, is much less. In the cost of construction of a vessel of 1,000 tons he makes out a difference in favour of home prices of £708 9s. 9d., or 8s. 10d. per ton gross, a sum that would, as he remarks, be absorbed in the voyage out, the question then remains whether the ship could be built with equal rapidity here and answer the requirements of Lloyd's surveyor with equal certainty, and Mr. JACOB strongly insists that this can be done. The proof of the pudding lies in the eating thereof, and we should like to see a few more tests at the present time. Of late years the Hongkong and Whampoa Dock Company, although possessing every facility for turning out all classes of steamers, has made little shipbuilding, except small vessels under one thousand tons. Messrs. J. &amp; F. FERGUSON &amp; CO., Limited, though they run out a good number of steamers, seldom build any of more than a hundred tons burthen. The Chinese yards are principally occupied with steam-launches of varying capacities, and rarely attempt to construct a vessel of more than sixty tons. Steam building, therefore, in Hongkong, is at present principally confined to the production of steam-launches and small steamers either for the Philippines coasting or purely local trade. Mr. JACOB's paper will, we trust, serve to draw attention to the fact that large steamers can be efficiently and cheaply constructed in this port, and as a consequence better employment be afforded to the docks and shipbuilding yards of the colony in the future. If the West River and other inland waters of South China should be opened shortly to foreign trade and navigation—as we all hope they will be—there seems no reason why good light draft steamers suitable for the traffic should not be satisfactorily built here instead of losing time in sending to England for them. The boats run by the Service Salvations des Correspondances Fluviales du Tonkin on the Red River, which have proved eminently suitable for the work, were many of them built in this colony, and have formed the models for others constructed in Haiphong. Mr. JACOB, who is the superintendent of the Company's works at that port, has designed and built several stern-wheelers for the upper reaches of the Tonkin river, and they are now running regularly and with great success. Only the other day a new boat to draw three feet of water with a full cargo was launched at Haiphong, for service on the upper arm of the Red River. When light she draws barely two feet, and steams ten knots an hour. The same class of boat could be turned out here, possibly at even lower cost, for navigating the upper reaches of the West and North Rivers. But we must get those waterways opened to traffic first. What, we wonder, is the British Foreign Office doing in the matter?

Castle plagues has broken out at Mr. Hall's dairy farm, Shanghai.

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